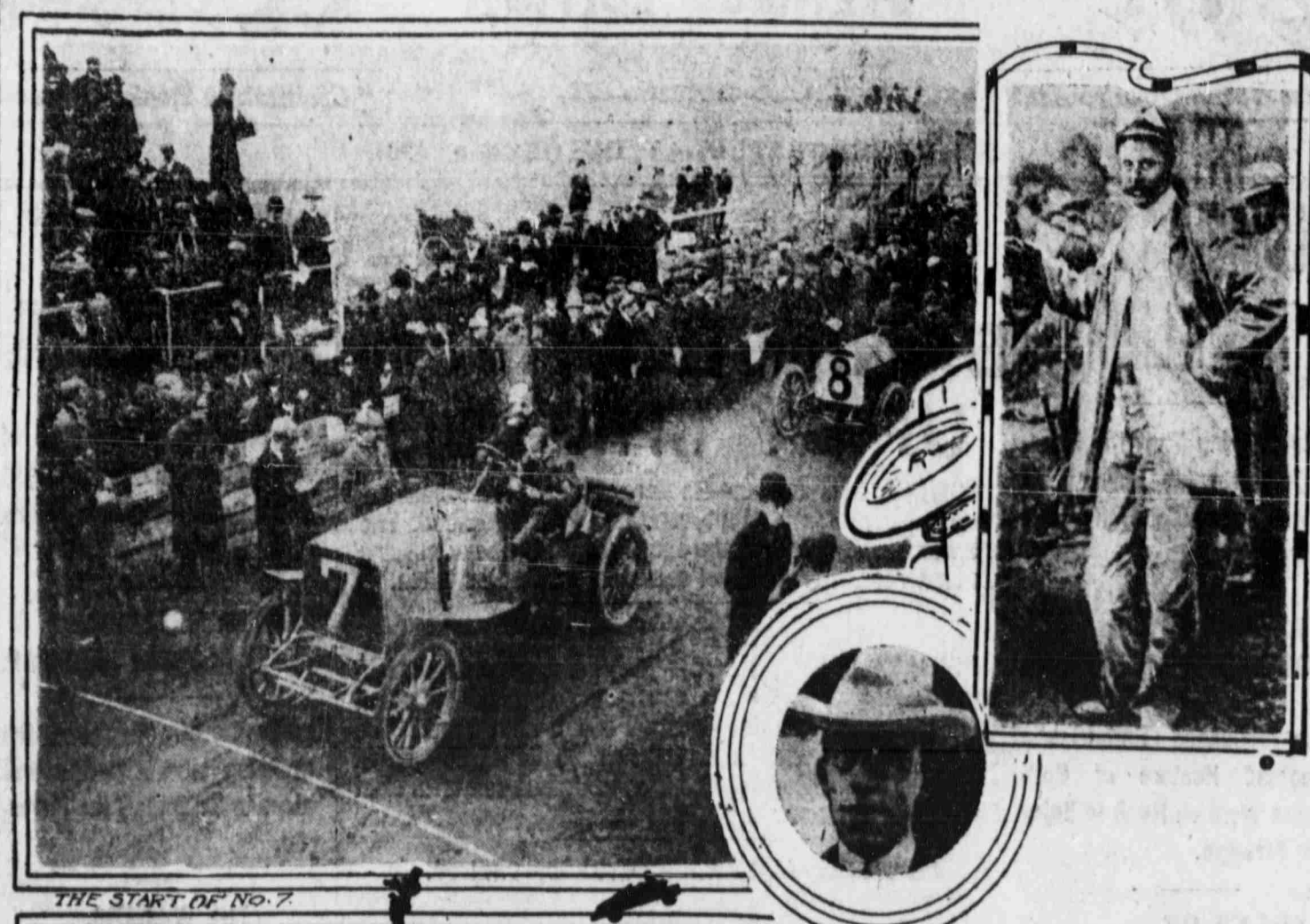


WINNER OF VANDERBILT CUP, HIS AUTO, AND MAN WHOSE AUTO WAS WRECKED

Heath Defeated Clement in the Most Exciting Finish Ever Seen in a Long-Distance Race—Carl Muessel Was Killed in Wreck of the Arents Machine.



THE START OF NO. 7.

GEORGE ARENTS, JR.

GEOGE HEATH.

nessed in a long-distance automobile contest. Heath made the last round of the course (30 miles) in 27 minutes 51 seconds. His opponent took over thirty minutes for the last round, and it was in this round that Heath overcame a slight lead and won.

HOW MUESSEL WAS KILLED.

The accident by which a life was lost occurred soon after the race started. George Arent, the millionaire automobile enthusiast, and his chauffeur, Carl Muessel, were running along the Hempstead road at a speed better than a mile a minute when the tire became loose on the right front wheel and twisted around the rim like a snake. The machine swung to the right, throwing Mr. Arent out and then to the left, turning over and burying the chauffeur beneath it. Muessel died in Nassau Hospital at Mineola. Mr. Arent lost his right ear, but was not otherwise injured.

While the race was young a machinist in the car with William Wallace fell out and was run over. His injuries were not serious. Clarence J. Dinamore's Mercedes, driven by Werner, broke down on the Hempstead turnpike, and Werner and his machinist were buried forty feet. Neither was badly injured. In the last round A. C. Webb, driving an American machine along Jericho turnpike, found the steering gear locked. Before he could repair it the machine dashed into a tree, throwing Mr. Webb and the machinist heels over head into a field. Neither was injured, although their machine was going along at more than sixty miles an hour.

DONOR OF CUP PLEASED.

William K. Vanderbilt, Jr., after the race was over professed himself as greatly pleased with it. He called attention to the fact that not a spectator was injured.

"I regret the deplorable accident that caused the death of Mr. Arent's driver," he said, "but it was an unavoidable accident. There are fatal accidents in all lines of sport and endeavor, and there is no way to guard against them. The intelligence of the people along the course made me confident before the race that no outsiders would be injured."

"I was one of the greatest races ever run. The result shows that long distance automobile racing can be held in this country without the slightest danger to residents of the district through which the automobiles travel."

RACE OF HEATH AND CLEMENT.

The finish was exciting enough to warm the blood of the most indifferent sportsman. Heath had taken the lead away from Teate, who sent his 50 horse-power imported machine around the first ninety miles of the course in 1 hour 16 minutes and 29 seconds, and then met with an accident that put him out of the race. Round after round Heath kept in the lead with Clement and Gabriel pursuing him relentlessly.

Gabriel had to retire after the sixth round, and then Heath met with an accident that enabled Clement to get a lead of nearly six minutes. From then on it was a long stern chase, with Heath gaining inch by inch until the last lap of the course, when he forged ahead sufficiently to gain the coveted cup.

As soon as Heath and Clement finished the race was declared off for the others. Only five cars had completed the seventh round. The nearest contestant was almost ninety miles behind Heath and Clement.

Car No. 8, driven by H. H. Lytle for the Pope-Toledo Company, although of 24-horse power only, would probably have finished in third place had all the cars been permitted to finish. Car No. 14, a Panhard, driven by Tart, and car No. 18, a 60-horse power Mercedes, would probably have finished in the order named behind Little. The other cars that had completed the seventh circuit were No. 1, a Mercedes, by A. L. Campbell, and No. 16, an American car, the Panhard, driven by Charles Schmidt.

Frank Croker was plugging along away in the rear at the finish with not much left of his machine but the wheels. He professed disappointment at the calling off of the race, maintaining that he could have finished up with the winners if it had lasted long enough.

ENORMOUS CROWD AT THE COURSE.

An enormous crowd witnessed the races, and the finish drove the spectators to a delirium of enthusiasm.

Some miscreant had sprinkled the back stretch of the course between Hempstead and Queens with nails, glass and barbed wire, causing many punctures and accidents.

Heath in his big Panhard lost the lead in the seventh round because of punctures received along the stretch of the road between Hempstead and Queens. The punctures were made by nails, pieces of glass and sections of barbed wire that had been scattered along the course by some malicious person.

Up to this time Heath had not sustained a single accident. His machine was working perfectly, and to all appearances he had the race well in hand, although Clement, holding a steady speed, was gaining slowly.

"The whole road between Hempstead and Queens is strewn with nails and other things destructive to tires," declared Heath. "It was one of those nails that caused the puncture that resulted in the death of Mr. Arent's driver."

MANY BREAKDOWNS IN THE RACE.

Breakdown followed breakdown after the leaders had completed the fourth round. The big foreign machines shared the misfortunes of the American machines in this respect.

Rumors of disaster chased each other around the course with greater speed than the machines attained. It was persistently rumored, when Gabriel was delayed by his breakdown, that he had run down and killed a farmer at the Plainville turn. In fact there were many narrow escapes at this and other points of danger.

The plucky Gabriel had had luck on the sixth round. His machine went back on him near Hicksville, and in his great excitement he retarded the work of repairs. Every time a car passed him he tore his hair and cursed his luck with extreme fervor.

When he finally got a start, after a long delay, he did the fastest running that the race had seen. Along the Hempstead turnpike his speed must have reached eighty-five miles an hour.

There was a train at the station at Queens as Gabriel came around the turn to cross the railroad track on two wheels. The train had almost reached the line of the course when it was observed that Gabriel had ignored the danger signal and was coming on at full speed. A spectator signalled the engineer, who shut off steam and put on the brakes. Gabriel passed about an inch in front of the cowcatcher and was out of sight in a second.

WIFE SAW MR. ARENTS START ON FATAL RACE.

George Arents was the New York millionaire whose attempt to attain speed laurels brought about the fatal accident early in the day. He rode in a 60-horse-power Mercedes with his mechanic, Karl Muessel, who was driving the machine. Mr. Arents had been driving over the course for five years, and figured that his familiarity with every turn of it would stand him well in the race for the prize.

He was the fifth starter, and went down the Jericho Turnpike with a roar. His young wife sat in the grand stand, and watched with white face as the machine disappeared in the direction of the first turn. Misfortune attended him from the start. Before he had gone ten miles he punctured a tire and suffered a long delay while the damage was being repaired.

He had more trouble going through the second control at Hempstead, but once straightened out on the road to Queens the machine began to make speed at a tremendous rate. Soon Mr. Arents was going at seventy miles an hour and his driver was holding the Mercedes to the course as true as the needle to the pole.

C. W. Benjamin, of Brooklyn, and his two sons were standing alongside the Hempstead road, watching the race, when the Arents car approached. No better description of the accident could be written than that given by Mr. Benjamin:

"The machine was going like a streak of light," he says, "when there was an explosion. It was just opposite us. The tire on the right front wheel curled round the rim like a snake."

HOW THE FIRST LIFE WAS LOST.

"So quickly the eye could hardly follow the motion the machine was making," he said, "that I saw it disappear in a flash. A GUARANTEED CURE FOR FILLS."

swerved to the right. Mr. Arents was shot out like a projectile from a catapult. It seemed to me he was thrown fifty feet, alighting on his right side. The chauffeur apparently had not lost entire control of the machine. By a desperate effort he turned it to the left with the intention evidently of straightening it out in the road.

"But the turn was too short. The heavy machine turned over and buried him under it. Spectators down the road passed the word along to the approaching racers and they went by slowly until the injured man and the wreckage were removed."

News of the wreck was telephoned to the grand stand at Westbury, and William K. Vanderbilt put out at top speed across the triangle to the scene of the accident in his automobile. The injured men were loaded into it and hurried to the Nassau Hospital in Mineola. Muessel, who had not recovered consciousness, died on the operating table. He was all broken to pieces. Mr. Arents had his right ear cut off and sustained internal injuries.

ARENTS PROSTRATED WITH GRIEF.

Mrs. Arents, upon being informed of the accident, hurried from the grand stand to the hospital in an automobile furnished by one of her friends. She found her husband prostrated, not only by his own painful injuries, but by the death of the chauffeur, who had been in his employ for years. Muessel lived in this city, in First avenue, between Eighty-first and Eighty-second streets.

Teate, the fourteenth starter, who also had a 90 horse-power Panhard, was assuming the lead until he met with an accident on the fourth round. While speeding down the Bathpage road, approaching the dangerous Plainville turn, his steering gear got out of order and he was compelled to stop for repairs. The accident happened at about 8.45 o'clock and Teate was still there, uttering agonized protests, at 10 o'clock.

Frank Croker made a great showing in the face of a series of discouraging accidents. Gradually he drew behind the machines of higher power. At last his machinery got out of order at Queens and he was almost hopelessly out of a chance to finish.

The race toward the close was between the professional foreign chauffeurs, who have participated in many such contests abroad, and were driving the most powerful machines.

VANDERBILT FURNISHES THE HUMOR.

Alfred Gwynne Vanderbilt furnished the comedy touch to the race. When the time came for him to start his machine was out of order. It was 8.20 o'clock before it was in shape and Alfred Gwynne petulantly declared that he was going to start anyhow.

So he started, with a flying start, which was in direct violation of the rules. The referees ordered that he be flagged and made to return and take a standing start. But Alfred Gwynne failed to recognize the flag; neither did he show up at the grandstand again. He appeared to be greatly vexed at the whole affair when he made the flying start, and the supposition is that when he reached the Jericho turn he kept right straight on toward Montauk point.

Gradually the machines are falling out of the race. Car No. 11, run by Maurice Bernin, has retired. Car No. 3, run by Joseph Tracy, was the first to be withdrawn from the race. In rounding one of the curves the car broke its guide and Tracy stopped his machine.

Car No. 1, owned by Mr. Stevens, lost a tire when making the first lap and was forced to stop for ten minutes for repairs. This, so Campbell, the driver said, accounted for Gabriel passing him on the first lap.

WALLACE'S HELPER CRUSHED UNDER CAR.

The first accident after the start of the race occurred at the Hempstead stop, when Car No. 19, driven by Wallace, stopped for repairs. The mechanic of the car, Antonio Bonderi, was under the car when it started without warning. The mechanic was crushed under the wheels, and was so badly hurt that he could not continue the race. A substitute mechanic was secured and the race continued.

Because of an accident Alfred G. Vanderbilt's big ninety-horse-power car, which was No. 10 in the programme, and which was driven by Paul Sartori, did not start in the race when the signal was given, and its place was taken by car No. 11. Later Mr. Vanderbilt repaired his car and it shot from the grand-stand several minutes late.

SARTORI HAS NARROW ESCAPE.

Sartori was not acquainted with the road over which the race was run, as was shown a few minutes later, when he all but lost his life by being run down by a train outside of Westbury. In fact, it is said that he would surely have been killed had it not been for John Barrett, United States Minister to Panama.

Losing his way, Sartori was spinning along on a road off the beaten track at a rate of sixty miles an hour when he came to the railroad crossing. An express train, with a great crowd on board, was coming down the tracks at the same instant.

Mr. Barrett saw the racing automobile approaching and he saw the train bearing down upon it. He stood in the centre of the tracks and he waved at the chauffeur. Blinded by the flying dust, for the road over which he was running was not oiled as was the course, the chauffeur did not see the warning, and he came on with a new burst of speed.

VANDERBILT'S MACHINE IS BARRED.

Then Mr. Barrett waved at the engineer of the train. The frantic waving of Mr. Barrett showed the engineer that something was wrong, and he but on his brakes and reversed his lever. The heavy cars grated hard on the track and the engine was shoved ahead.

Just as the engine reached the crossing the automobile shot past, grazing the engine by a few feet.

Mr. Vanderbilt was not told of the chauffeur losing his way, and his machine continued in the race, but it had committed a violation which officially barred it.

Gabriel also narrowly escaped death at the Hempstead crossing of the

power and shot ahead, just as a train, which had been signalled to come ahead, approached. The Frenchman missed being run down by ten feet.

E. R. THOMAS'S CAR NEARLY MEETS DISASTER

No. 5, E. R. Thomas's Mercedes car, driven by Hawley, also had a narrow escape from disaster while making a quick turn on the Rocky Hill road at Queens on the first lap. It swerved off the roadway, ran up on the grass plot along the road and missed crashing into a big tree by about ten inches. Hawley quickly guided the machine back into the road, and it rushed away on its journey. The narrow escape caused momentary excitement among the spectators, and a cry went up as it seemed as if the big car must surely dash into the tree.

Later Hawley broke his machine and retired from the race.

No. 4 blew out a fuse while passing Queens. Driver Webb stopped and put in a new fuse and started off again after a delay of about two minutes.

Car No. 1, owned and driven by I. Wormser, Jr., while rounding the turn at Jericho on the third lap burst the left forward tire. The car stopped for thirty seconds and then went on with a flat tire without waiting to make repairs.

BIG CROWD COMES HOME.

The Long Island ferry officials had all they could do this afternoon to furnish transportation to the crowds returning from the race. Autos of every description kept arriving at the ferry or as near as they could get to it, and at one time there was a line of machines that extended up Borden avenue to Jackson avenue, and the number was being constantly added to.

An extra squad of police was detailed to the ferry to maintain order and guard against accidents. Many of the auto parties had a long wait before they could get aboard a boat to take them to Manhattan.

YOUNG CROKER MAKES DARING TRY TO WIN.

One of the features of the race was the reckless driving of Frank Croker. This young man went into the race with the solid determination characteristic of his father, the one-time leader of Tammany Hall, and he kept on until he had all the other contestants in a shiver.

At the close of the fourth round this was all that was the matter with his machine:

Gasoline tank leaking.
Frame between front and rear wheels depressed three inches.
Supports of frames broken in three places.
Machinist's seat broken.
Two suspension rods lost.

The son of the old chief of Tammany started off with a run of hard luck. At the first turn—Jericho—he was going too fast to swing his machine and ran forty feet off the course, narrowly missing a tree and scraping off a tire. Later on, while going through the Hicksville road and approaching the control at low speed he heard Heath thundering behind him. The rule of the race is that the leading automobile shall turn to the right to allow another to pass. Croker turned to the left.

Probably any other driver than Heath, with his quick mind and tremendous strength, would have run into the Croker automobile and there would have been a fatal wreck. But Heath got past by the width of a hair. Going through the Hempstead control on the fourth lap Mr. Croker's automobile was examined by the foreign experts. He was advised, to withdraw, because of the likelihood that his machine would go all to pieces, like the "one-horse shay," but he refused to listen to advice and went plugging down the turnpike in the direction of Queens.

MORRIS PARK ENTRIES FOR MONDAY.

| (Special to The Evening World.) | |
|--|-----|
| MORRIS PARK, N. Y., Oct. 8.—The entries for Monday's races are as follows: | |
| FIRST RACE—Selling; six furlongs of Whittier mile. | |
| 854 Major Peismann | 110 |
| 849 Danon | 111 |
| 850 Belding | 112 |
| 851 Constitution | 113 |
| 852 Shipshape | 114 |
| 853 Old England | 115 |
| 854 Light and True | 116 |
| 855 Tide and Orange | 117 |
| 856 Memphis | 118 |
| 857 Ishania | 119 |
| 858 Emergency | 120 |
| 859 Geranium | 121 |
| 860 Old England | 122 |
| 861 Anselmi | 123 |
| 862 Ganover | 124 |
| 863 Henry | 125 |
| 864 Brunwick | 126 |
| 865 Belding | 127 |
| 866 King Pepper | 128 |
| 867 Belding | 129 |
| 868 King Pepper | 130 |
| 869 Belding | 131 |
| 870 Florida | 132 |
| 871 Belding | 133 |
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| 931 Belding | 193 |
| 932 Florida | 194 |
| 933 Belding | 195 |
| 934 Florida | 196 |
| 935 Belding | 197 |
| 936 Florida | 198 |
| 937 Belding | 199 |
| 938 Florida | 200 |

FEARING ILLNESS MAN ENDS LIFE

Frederick L. Bamber, Believing He Had a Touch of Tuberculosis, Takes Illuminating Gas and Is Found Dead.

Despondent because he believed he had a touch of tuberculosis and would have to go West, Frederick L. Bamber committed suicide to-day by inhaling illuminating gas in the bathroom of his home, No. 355 A Clinton street, Brooklyn.

Mr. Bamber's brother Thomas is now in the Adirondacks for his health and his mother is with him. It had been decided that he, too, would have to quit this climate for his health, and yesterday howas particularly downcast. To-day his aunt found him in the bathroom with a rubber tube connecting a gas stove in his mouth. He had been dead several hours.

Mr. Bamber was thirty-five years old and unmarried. His father, who died a few years ago, was a prominent member of the Produce Exchange.

TRAVIS WINS IN SEMI-FINALS

(Special to The Evening World.) GLEN COVE, Oct. 8.—The results in full for the early play of the golf tournament of the Nassau Country Club to-day were:

Nassau Cup, semi-final.—W. J. Travis beat C. P. Watson by 9 up and 8 to play. J. D. Teate beat F. R. Douglas by 1 up and 1 to play.

North Country Cup, semi-final.—J. C. Phillips beat N. H. Busch by 5 up, and 4 to play. J. W. Gammack beat C. C. Gates by 4 up and 3 to play.

Glen Cove Cup, semi-final.—B. M. Phillips beat J. W. Gammack by 1 up, and 4 to play. J. C. Taylor beat H. C. Folger, Jr., by 4 up and 3 to play.

Red Spring Cup, semi-final.—John Moller, Jr., beat B. T. Allen by 7 up and 6 to play. W. J. Evans beat J. G. Detmer by 5 up and 3 to play.

QUAKER WOMEN BEATEN BY BOSTON

(Special to The Evening World.)

WISHAHICKON HEIGHTS, Pa., Oct. 8.—The victory of the Philadelphia women won from the New York women yesterday brought out a great gallery of society people to-day to witness the final match between the Philadelphia and Boston women. Boston has a very strong team, but much depended upon their ability to master the tricky course, as it is so narrow in places that the slightest foot or shoe means trouble. As most of the Boston women carried for either the New York or Philadelphia women yesterday, while some of the others played over the course in practice, they may not be placed at quite as much disadvantage as the New York women when they saw the course for the first time.

Prior to the start Mrs. Fox drove a half dozen balls for the men's tee of from 50 to 100 yards, but when the match began she drove from the women's tee into the road, while her opponent, Miss Fanny C. Cogswold, Brooklyn, drove within a couple of feet of the green. Miss Francis C. Griscom, Merion, and Miss Margaret Curtis, Essex County, were the second pair to start and they got away in fine shape. The Philadelphia women played a much stronger game than had been expected, and they were only 3 down at the turn. Honors were pretty evenly divided on the first nine holes. Eight of the Boston women were ahead and six of the Philadelphia women were up, the other match being halved. Boston, however, made a strong finish and won by 10 to 8, nine of their women winning their matches.

STRICKEN AS SHE JOKED.

Mount Vernon Belle Dies Suddenly—Attack While in Merry Party.

After a three months' struggle against paralysis Miss Elizabeth Bath died to-day at the home of her parents, at No. 128 South street, Mount Vernon. Miss Bath, who was nineteen years old, had not known a day of illness until she was suddenly stricken with complete paralysis while in the very act of telling a merry story to a party of friends. After several weeks, during which she was sensibly and was nourished on liquid food, consciousness returned and speech was partly recovered. Miss Bath was making further progress when a cerebral hemorrhage brought on the end.

Hoxsie's Croup Cure, the life-saver of children; no opium; no nausea; no gas; no drowsiness; no harm. A. P. Hoxsie, Buffalo, N. Y.

FALLING HAIR

Crusts, Scales and Dandruff. Itching and Irritation of the Scalp.

Prevented by warm shampoos with

CUTICURA SOAP

And light dressings of Cuticura, the great Skin Cure and purifier of emollients.

Deafness Cured.

DR. GARDNER CURES BY OSCILLATION Deafness, Blindness

and all diseases of the Eye and Ear.

Terms of treatment \$7.00 to \$10.00 each month.

Office, 435 8th Ave., N. Y. City.

Between 33d and 35th Sts. Hours, 9 to 5, Sundays, 10 to 2.

Free consultation and examination. No charge for examination. Examination, \$1.00. Consultation, \$1.00. Examination, \$1.00. Consultation, \$1.00.

Free consultation and examination. No charge for examination. Examination, \$1.00. Consultation, \$1.00. Examination, \$1.00. Consultation, \$1.00.

MUNION'S WITCHHAZEL SOAP

Best for the HAIR



I wish those who value a good head of hair to shampoo their heads with my Witch Hazel Soap. It will positively cure the worst cases of dandruff and all scalp diseases. It gives new life and vigor to the scalp and has a tendency to produce a glossy and beautiful growth of hair. For the complexion it is the best soap made. It makes the skin soft as velvet. For baby it has no equal. Cures eruptions, allays itching and makes baby sweet as roses.

Avoid imitations. Worthless imitations of Union's Witch Hazel Soap are being put on the market. There is no comparison except in name. The purity and other qualities cannot be imitated.

To those who have sallow or dull complexion or who have pimples, eczema or any skin eruption, I can recommend my Paw-Paw Laxative Pills. They positively cure constipation, biliousness and all liver ailments. If you have dyspepsia or are weak and nervous use my Paw-Paw Tonic.

MUNION



MONDAY

25c. Special Pattern Day.